

San Bernardino Associated Governments	Policy	34401
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Project Selection and Prioritization Process with the Valley Areas	Revision No.	0
Table of Contents Measure I Arterial Planning Process Project Selection and Prioritization Selection Criteria Prioritization Criteria Revision History		

The Measure I project selection and prioritization process will be based on traffic monitoring, traffic forecasting, and transportation planning programs implemented by SANBAG in cooperation and coordination with the local agencies within the Valley. This process will be used to program the Measure I Arterial funds, apportioned between the West and East Valley regions. As feasible or appropriate, the same process can be applied to program projects proposed for funding at the discretion of the SANBAG Board, or merely to provide information to the Board.

Measure I Arterial Planning Process

Uniform traffic analysis and modeling procedures currently being implemented throughout the Valley provide a mechanism to define the buildout regional network through consistency evaluation and integration of general plan circulation elements. Consistency is achieved if the designated levels of service on the network are maintained at buildout by the capacity enhancements called for in the general plan circulation elements, assuming optimal signal timing and coordination. The evaluations for consistency will be interjurisdictional, and will result in reconciliations of discrepancies among the regional arterial systems identified within adjacent jurisdictions. Existing circulation elements, to the extent possible, will be used to define the buildout condition until evaluations of general plans for consistency are completed. If a comprehensive transportation plan is developed in the future, it should be used as the basis for identifying the buildout regional network.

Improvements to the existing system should be funded by the Measure I Arterial Program only if they demonstrate progress toward completion of the buildout regional network as defined by general plan review or comprehensive transportation plan development. Based on this criterion, resurfacing, rehabilitation, or other projects which do not represent progress toward completion of the buildout regional network would not be eligible for Measure I Arterial Program funds. Combined Road Program and the Measure I Local Program are the appropriate sources of funding for resurfacing and rehabilitation projects.

Project Selection and Prioritization

LOS standards, traffic modeling, system performance monitoring, and project-specific transportation impact analyses will be fully applied to the Measure I Arterial network, will identify both existing and future performance problems on the designated network will be used to evaluate proposed improvements, and will provide the mechanism for Measure I Arterial project selection and prioritization.

SELECTION CRITERIA

All selection criteria must be met for a project to be considered for Measure I Arterial funding:

1. Measure I Arterial projects must demonstrate progress toward completion of the buildout Measure I network, as identified by circulation elements of general plans or a comprehensive transportation plan if one is developed.

2. Measure I Arterial projects must measurably improve the performance (level of service) on the designated network in relation to the "no project" case.
3. Measure I Arterial projects must be on roadways included in the designated network (a major roadway not on the network must be added to the network prior to funding of improvements through the Measure I Arterial Program).
4. Measure I Arterial projects must improve network performance through capacity enhancements or through signal timing and coordination.
5. Projects required solely to serve new development will not be funded through the Measure I Arterial Program. Projects which mitigate the impacts of new development which was permitted by a jurisdiction proposing or participating in the project will be funded through a development financing mechanism, or another source other than Measure I, in proportion to the increment of the deficiency which can be attributed to the new development, as indicated by a traffic analysis consistent with CMP modeling methods.

PRIORITIZATION CRITERIA

Projects will be prioritized through an evaluation and weighting process using the following criteria:

1. The magnitude of the deficiency as quantified by the Highway Capacity Manual LOS methodology will be a basis for prioritization.
2. Funding of projects to mitigate existing deficiencies identified by the objective procedures will receive priority over those designed to remedy forecast deficiencies.
3. The degree of improved network performance (as indicated by standardized modeling procedures and LOS measures), in relation to the Measure I Arterial dollars to be expended, will be a basis for prioritization.
4. Projects which improve system continuity and connectivity will be considered for prioritization.
5. Projects which provide or improve access to commuter rail stations will be considered for prioritization.
6. Facility enhancements beyond those identified within the buildout network, or that would improve the buildout LOS above the designated standard on that roadway, will not be funded unless all other qualifying projects are funded.
7. Project readiness will be considered as a prioritization criterion. Construction postponements may be a basis for deferring funding, and replacement of the project by the next in order of priority.
8. The ability to leverage federal, state, local and private funding with Arterial Program money, or receive matching funding, will be considered during prioritization.

REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	06/05/91